



M-50 - BOUNDER

ADDITION REQUIRED (data for 1997)

M-50 - BOUNDER

M-52

Experimental heavy supersonic bomber designed by V.M. Myasishchev Design Bureau. R&D - from 1954-56. First flight of the M-50 prototype - October 27, 1959 (pilots N.I. Goryainov and A.S. Lipko). The second prototype M-52 was built in 1959-1960, but did not fly (it was dismantled for scrap metal in the late 1970s).



Bomber M-50 BOUNDER at the Air Force Museum in Monino, 05/09/1996 (photo - Valery Savelyev, <http://russianplanes.net/>).

Author: [DIMMI](#)

Created: 30.08.2009 13:44:07

Comments: [40](#)

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Dima, have you tried to contact Diana on the topic? - I think she (he) has...

Sierra 2016-12-13 15:10

[Grom / Sapsan / Grom-2 \(project Ukraine\)](#)

Another great one on the topic... What do they smoke in Ukraine?!

:crazy: <http://inosmi.ru...>

Sierra 2016-11-07 15:09

[Grom / Sapsan / Grom-2 \(project Ukraine\)](#)

ADDITION REQUIRED (data for 1997)
T-6

An experimental frontline bomber with short takeoff and landing - the first prototype of the Su-24. The chief designer of the aircraft is E.S. Felsner. R & D of the T-6 began in 1964. The first flight was on July 2, 1967 (pilot - V.S. Ilyushin). Comprehensive tests of the aircraft were conducted in 1967-1968 (pilot - E.S. Solovyov). Tests were stopped in 1974. Now the last example of the T-6-3 stands on the site of the USSR Air Force Museum in Monino.



T-6-3, board No. 61, at the Air Force Museum in Monino, 18.08.2011 (photo - Taras Bazhansky, <http://russianplanes.net>).

Author: [DIMMI](#) Created: 30.08.2009 16:04:49 Comments: [1](#) [READ THE FULL ARTICLE ->](#)

Su-39 - FROGFOOT-B

DATA FOR 2012 (standard update, under revision)
Su-25T / Su-25TM / Su-39 - FROGFOOT-B
★★★★

Attack aircraft / anti-tank attack aircraft. By the decision of the Military-Industrial Complex under the Council of Ministers of the USSR dated June 17, 1976, work began on the creation of a new surveillance and sighting system for [the Su-25](#) attack aircraft, ensuring round-the-clock destruction of ground targets and the use of ATGMs to destroy armored vehicles. At the initial stage, the design of the system was supervised by V. I. Bogdanov. In 1976-1979, the Design Bureau simultaneously considered the possibility of creating two new modifications - the Su-25T anti-tank attack aircraft with the Shkval surveillance and sighting system and the Su-25V all-weather attack aircraft with the Bars sighting and navigation system (SNS). Later, both developments were combined into one. In 1979, the composition of the new aircraft's systems was determined and the main performance characteristics were agreed upon with the customer.

The decision of the Military-Industrial Complex under the Council of Ministers of the USSR dated November 19, 1979 determined the construction timeframes for the experimental Su-25T / T-8M aircraft. The design of the aircraft began in 1980. In March 1981, V.P. Babak was appointed Chief Designer of the T-8M. By February 1981, the tactical and technical requirements for the T-8M aircraft were agreed upon with the Air Force. It was decided to use a modified propulsion system of the Su-25 aircraft with a decrease in the level of IR radiation and an increase in thrust in emergency mode. It was assumed that the airframe would be unified with the Su-25UB airframe. At the same time, due to the customer's requirement to ensure round-the-clock use of the aircraft, the modernization work was divided into two stages - the first - with the already agreed upon basic composition of the PrNK-56 avionics and the second - with a change in functionality due to the integration of new systems into the avionics complex. During the implementation of the second stage in August 1983 and August 1984, the Military-Industrial Commission made decisions on the development of new avionics components - the Kinzhal radar and the Khod thermal imaging system. As a result, in January 1986, the Military-Industrial Commission made a decision on the creation of an all-weather, round-the-clock modification of the Su-25T - the Su-25TM / T-8TM aircraft with new systems integrated into the avionics.

The draft design was completed by November 1981. By the decision of the Military-Industrial Commission of January 14, 1982, a work schedule for the modernization of the aircraft was approved and directive deadlines for the work were established. The preliminary design was presented and the Air Force mock-up commission met in April 1982. The working design was completed in 1982 and in early 1983 the design bureau's pilot plant began building the T-8M-1 prototype, the first example of the Su-25T modification, by converting the unfinished T-8UB, which was created on the basis of the Su-25 airframe manufactured by the Tbilisi Aircraft Plant. Due to the use of the Su-25UB backlog in the construction of the Su-25T, the construction of the latter was postponed. Assembly was completed in 1984 and in June 1984 the prototype was transported to Ramenskoye. The T-8M-1 made its maiden flight in Ramenskoye on August 17, 1984, piloted by A.N. Isakov.

Awesome interview about the Grom OTRK, announced by Ukraine as a replacement for the Sapsan. Something...

[Sierra](#) 2016-11-05 21:47

[Grom / Sapsan / Grom-2 \(project Ukraine\)](#)

[hisgloves](#) Wrote: I wonder if at least this news will cool the ardor of another post-Soviet...

[DIMMI](#) 2013-06-27 21:27

[Grom / Sapsan / Grom-2 \(project Ukraine\)](#)

I wonder if at least this news will cool the ardor of another post-Soviet "power"...

[hisgloves](#) 2013-06-27 13:31

[Grom / Sapsan / Grom-2 \(project Ukraine\)](#)

The development of the Sapsan complex has been terminated

[DIMMI](#) 2013-06-27 01:41

[Grom / Sapsan / Grom-2 \(project Ukraine\)](#)

Exactly so

[DIMMI](#) 2012-02-05 11:14

[Grom / Sapsan / Grom-2 \(project Ukraine\)](#)

[DIMMI](#) Wrote: there was also a picture of a Pershing [img] [http://bmpd.livejournal.com/15734]

[Mikhael](#) 2012-02-05 10:57

[Grom / Sapsan / Grom-2 \(project Ukraine\)](#)

there was also a picture of a Pershing

[DIMMI](#) 2012-02-05 03:18

[Grom / Sapsan / Grom-2 \(project Ukraine\)](#)

[img]

[10V](#) 2012-02-05 03:16



Su-39, No. 83 red, at the airbase in Lipetsk, August 12, 2005 (photo - sss, <http://russianplanes.net/>).



Su-25TM / T-8M-10, No. 10 blue (drawing by Keith Fretwell, 1997, World Aviation. No. 104 / 2011)

Author: [DIMMI](#)

Created: 18.03.2009 23:50:16

Comments: [3](#)

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II-40 - BRAUNY

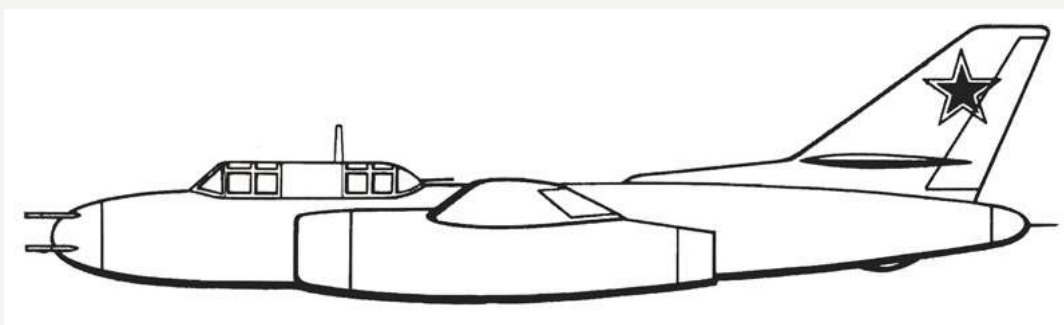
DATA FOR 2011 (in progress)

II-40 / II-40P - BRAUNY

★★★

Attack aircraft. The proposal to develop a new II-40 attack aircraft with a TV-2 (VK-2) turbojet engine was put forward by OKB-240 (S.V. Ilyushin Design Bureau) to the USSR Ministry of Aviation Industry in the summer of 1949, with the prototype entering testing in September 1950. The OKB-240 proposal was initially rejected. Later in 1950-1951, on the initiative and under the leadership of S.V. Ilyushin, the layout of the attack aircraft with two AM-5 turbojet engines was developed. At the end of 1951, a technical proposal for the creation of the attack aircraft was developed. In January 1951, the proposal was submitted to the USSR Ministry of Aviation Industry. The USSR Council of Ministers resolution on the creation of the aircraft was nevertheless adopted on February 1, 1952, and since work on the project had been underway before the resolution was adopted, the preliminary design was already defended on February 23, 1952. The aircraft model was presented to the Air Force commission in May 1952 and approved.

The first prototype was built in February 1953. Factory tests began on March 7, 1953, and the aircraft made its maiden flight on March 17, 1953 (pilot - V.K. Kokkinaki, engineer - A.P. Vinogradov). At the end of March 1953, during test firing at a ground target at the Faustovo proving ground, the phenomenon of engines stopping during salvo firing from the nose guns was discovered for the first time. A program was launched to modify the gun mount to reduce the effect of powder gases on engine operation. Tests under this program began on April 1, 1953. Based on the test results, a decision was made to replace the 6 NR-23 cannons with 4 AM-23 / TKB-495A cannons of the same caliber, but with a higher rate of fire, and to place a gas bleed chamber in the nose of the fuselage. The changes were implemented on the first flight prototype of the II-40. Later, the design of the gas bleed chamber was improved. The test document signed by V.K. Kokkinaki on 29.12.1953 states that there were no engine malfunctions with the continuous release of 320 shells from the nose mount.



Hypothetical drawing of the BRAUNY attack aircraft that appeared in the Western aviation press after the display of aviation equipment in Kubinka in 1956 (The Royal Air Force Flying Review. June 1958).



The first flying Il-40 after the modifications of April 1953. In the lower photo - with the drop tanks, (Yegorov Yu. The armored attack aircraft Il-40. // Aircraft of the world. No. 3 / 1998).

Author: [DIMMI](#)

Created: 20.08.2009 00:04:16

Comments: 2

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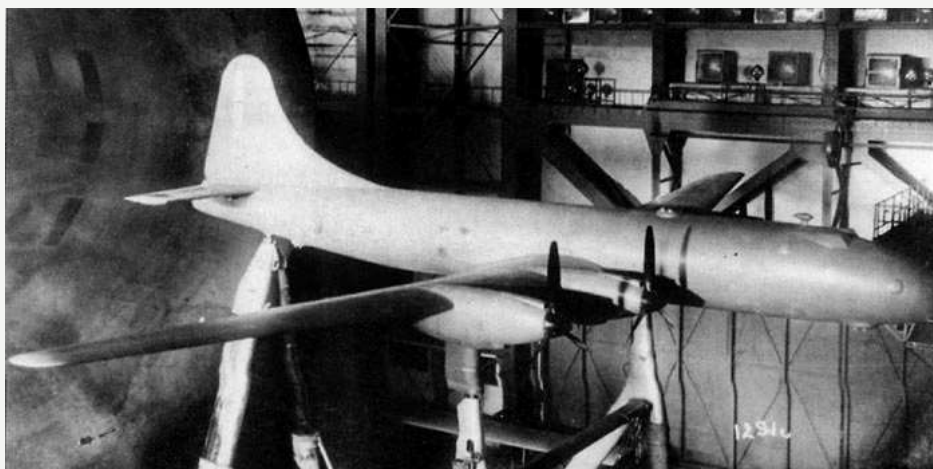
Tu-64

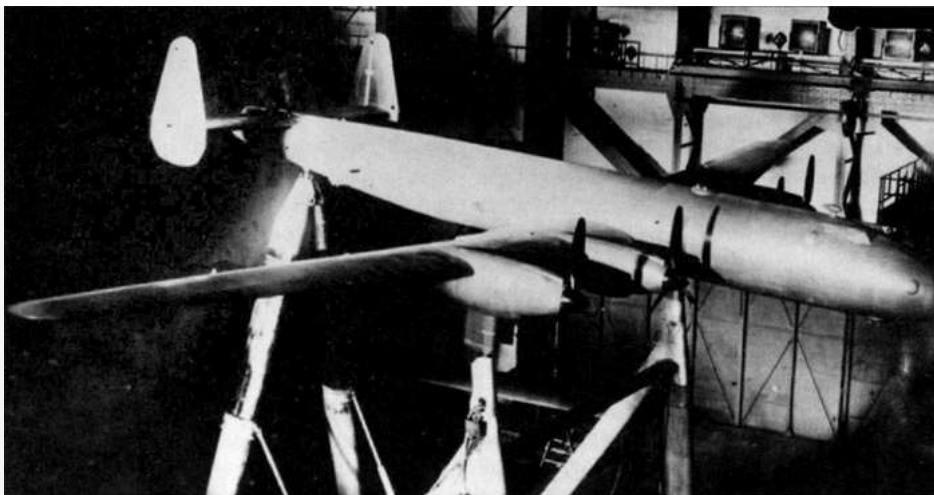
DATA FOR 2011 (standard update)

Aircraft 64, Tu-64 / Tu-10

★★★

Long-range bomber project. Development of a high-altitude long-range bomber with a pressurized cabin was started by OKB-156 of A.N. Tupolev in September 1943 (*Buttler, Gordon*). Chief Designer D.G. Markov. Aerodynamic configuration options for the aircraft were being selected, and models were being tested at TsAGI. Design work began in May 1944. In August 1944, Air Force requirements were adjusted to reduce the aircraft's altitude requirements. A full-scale mock-up of the aircraft was completed in September 1944. In February 1945, Air Force requirements were adjusted again - an operator of the aircraft's on-board radar was added to the crew. The mock-up was approved on April 27, 1945. The Air Force designation "Tu-10" was reserved for the aircraft. In mid-1945, the pilot production began preparing for the production of bomber prototypes, began manufacturing tooling for the aircraft, and began producing technical design drawings. Development was stopped due to the creation of a copy of the B-29 Superfortress - the Tu-4 bomber . The official order of the USSR Ministry of Aviation Industry to stop development was issued on April 16, 1947 - simultaneously with the completion of the first Tu-4. All of the specified performance characteristics of the Tu-64 are design characteristics.





Models of the "64" bomber layout for wind tunnel testing (Buttler Tony, Gordon Yefim. Soviet Secret Projects - Bombers since 1945. Midland Publishing, 2004, England).

Author: [DIMMI](#)

Created: 16.01.2009 00:18:26

Comments: [2](#)

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Airplane "150"

ADDITION REQUIRED (data for 1997)

Airplane "150"

Medium bomber of the S.M. Alekseev Design Bureau. Chief designer of the aircraft - Professor Brunolf Baade (Germany). R & D since the beginning of 1947. Tests began in May 1951. In the 16th flight on May 9, 1952, a catastrophe occurred, which led to the termination of funding for the tests and the closure of the topic.

Author: [DIMMI](#)

Created: 16.08.2009 22:46:13

Comments: [24](#)

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Aircraft "218" (project)

ADDITION REQUIRED (data for 1997)

Airplane "218"

Attack aircraft designed by S.M. Alekseev Design Bureau. R&D was conducted in 1948. The project was not implemented.

Author: [DIMMI](#)

Created: 16.08.2009 22:50:36

Comments: [1](#)

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T-4

DATA FOR 2009 (ILLUSTRATIONS, standard addition)

T-4 (product "100L")



Aircraft 101 type T-4 during tests at the Flight Research Institute in Zhukovsky (1972)

Long-range supersonic bomber designed by P.O. Sukhoi Design Bureau (chief designer - N.S. Chernyakov). The development assignment (competition with A.N. Tupolev and A.S. Yakovlev Design Bureaus) was given in the fall of 1961. R & D work began in the spring of 1962 (USSR Government Resolution No. 1194-440 of 03.12.1963). In 1962, Lavochkin Design Bureau joined the design of the aircraft, and the side sections of the fuselage were manufactured at the Lavochkin Design Bureau's experimental production facility. December 1962 - Lavochkin Design Bureau plant was transferred to V.N. Chelomey, and Burevestnik Design Bureau and Tushino Machine-Building Plant joined the work on the T-4. More than 20 aircraft configurations were studied during the design process. In 1967-1969. On the flying laboratory "100L-1" based on the Su-9, 8 wing configurations were tested. The final configuration was determined by December 1965 (33rd version).

Author: [DIMMI](#)

Created: 04.09.2009 00:12:11

Comments: [8](#)

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II-102

UPDATE, ILLUSTRATIONS (data for 1997)

II-102

An experimental attack aircraft, a further development of the II-40 idea . R&D work on the II-42 prototype began in 1967. The project was completed in 1970. Development of the II-102 began in 1973. The decision to build two experimental aircraft was made in 1980. In May 1982, the program was closed by decision of Defense Minister D.F. Ustinov. The first flight under the name OES-1 ("Experimental Aircraft - 1") was on September 25, 1982 (pilot - S.G. Bliznyuk). Testing was completed in 1984 after 250 flights. It was first presented to the general public at the "Mosaeroshow-92".

Author: [DIMMI](#)

Created: 04.09.2009 00:40:31

Comments: [1](#)

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Yak-28 BREWER / BROUSSARD / FIREBAR / MAESTRO

UPDATE, ILLUSTRATIONS (data for 1997)

Yak-28 BREWER-A,B,C,D,E (formerly BROUSSARD) / FIREBAR / MAESTRO

Light frontline bomber. It was created on the basis of the Yak-26 in OKB-115 and is a continuation of the Yak-25 / Yak-27 family. The design of the Yak-129 prototype was completed in 1957. The first flight of the Yak-129 was on March 5, 1958 (pilot - V.M. Volkov). Serial production began in 1963 (until 1964 they were produced at the Saratov Aircraft Plant, since 1963 they were produced at the Irkutsk Aircraft Plant). The last aircraft was decommissioned in 1991 (Yak-28PP).

Author: [DIMMI](#)

Created: 21.08.2009 00:50:30

Comments: [13](#)

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Yak-26

ADDITION REQUIRED (data for 1997)

Yak-26

A small-scale supersonic bomber designed by OKB-115 A.S. Yakovlev. It was created on the basis of the Yak-25R to deliver the 8U49 "Natasha" tactical atomic bomb with a capacity of 30 kT and a mass of 1200 kg to the target. The first flight was in 1955. A total of 10 units were produced at the State Aircraft Plant No. 1 "Znamya Truda" (Moscow). The program was terminated due to the development of the Yak-28. NUR pods could be suspended on pylons under the wing. The aircraft turned out to be extremely unstable at high angles of attack.

Author: [DIMMI](#)

Created: 21.08.2009 00:32:31

Comments: [1](#)

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Tu-98 BACKFIN

ADDITION REQUIRED (data for 1997)

Tu-98 BACKFIN

An experimental supersonic bomber. In the West in the 1950s and 1960s it was identified as the "Yak-42". Developed by A.N. Tupolev's OKB-156 as a transitional model. It made its first flight in 1956.

Author: [DIMMI](#)

Created: 20.08.2009 22:47:47

Comments: [6](#)

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Il-54 BLOWLAMP

UPDATE, ILLUSTRATIONS (data for 1997)

Il-54 BLOWLAMP

Medium supersonic bomber. In the 1950s, it was identified in the West as the "Yak-140". R & D of the first design (2 x TRD-I engines, arranged like the Tu-16) - late 1952. R & D of the main design - from November 1953. First demonstration of the prototype (Il-149) at the Air Force exhibition - 1954. First flight of the prototype - April 3, 1955 (pilot V.K. Kokkinaki). A small series until 1957. Not accepted into service.

Author: [DIMMI](#)

Created: 20.08.2009 22:36:36

Comments: [6](#)

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Tu-91 BOOT

ADDITION REQUIRED (data for 1997)

Tu-91 "Tarzan" / "Bull" BOOT

Experimental attack aircraft of the A.N. Tupolev Design Bureau, created under the leadership of V.A. Chizhevsky. R&D since 1953. First flight - 1955.

Author: [DIMMI](#)

Created: 20.08.2009 22:27:02

Comments: [2](#)

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Il-46

ADDITION REQUIRED (data for 1997)

Il-46

Experimental medium bomber. R&D - 1949-51. Development of the preliminary design was completed in October 1951 (Il-46S project - December 1951). First flight was performed on March 3, 1952 (pilot - V.K. Kokkinaki).

Author: [DIMMI](#)

Created: 16.08.2009 14:33:52

Comments: [1](#)

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Tu-85 BARGE

ADDITION REQUIRED (data for 1997)

Tu-85 BARGE

Heavy bomber, the last military aircraft with piston engines. First flight of the prototype - January 9, 1951, tests and a small series for tests - until 1952.

Author: [DIMMI](#)

Created: 16.08.2009 14:27:32

Comments: [1](#)

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Ил-30

ADDITION REQUIRED (data for 1997)

Ил-30

Experimental medium bomber. R&D - mid-1948. The prototype made several runs (did not fly) in September 1949 (pilot - V.K. Kokkinaki).

Author: [DIMMI](#)

Created: 16.08.2009 14:21:11

Comments: [1](#)

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Tu-82 BUTCHER

ADDITION REQUIRED (data for 1997)

Tu-82 BUTCHER

Experimental bomber. Decree on the creation of the aircraft - July 1948. The first flight of object "82" was on March 24, 1949 (pilot A.D. Perelet). Further development of the model - aircraft "83" - was not implemented. It was supposed to give the series the designation Tu-22.

Author: [DIMMI](#)

Created: 16.08.2009 00:32:21

Comments: [1](#)

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Tu-80

ADDITION REQUIRED (data for 1997)

Tu-80

Long-range bomber, development of the Tu-4 design. First flight - December 1, 1949.

Author: [DIMMI](#)

Created: 16.08.2009 00:28:01

Comments: [1](#)

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Ил-20

ADDITION REQUIRED (data for 1997)

Ил-20

Experimental heavy armored attack aircraft-bomber. R&D - 1947. First flight - December 1948 (pilot V.K. Kokkinaki). Not accepted into service.

Author: [DIMMI](#)

Created: 16.08.2009 00:13:32

Comments: [1](#)

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